

DERWENT-ACC-NO: 1994-234461

DERWENT-WEEK: 199740

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TITLE: Basic unit for motor vehicle - has support formed by
extruded profile, and fastened rigidly to connection
housing and has balance weight in housing of each engine

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PATENT-FAMILY:

PUB-NO	PUB-DATE	LANGUAGE	PAGES	MAIN-IPC
WO 9414628 A1	July 7, 1994	G	043	B60K 005/08
HU 71877 T	February 28, 1996	N/A	000	B60K 005/08
AU 9456931 A	July 19, 1994	N/A	000	B60K 005/08
EP 625945 A1	November 30, 1994	G	043	B60K 005/08
CZ 9401924 A3	January 18, 1995	N/A	000	B60K 005/08
JP 07503923 W	April 27, 1995	N/A	001	B60K 005/08
SK 9400974 A3	February 8, 1995	N/A	000	B60K 005/08
EP 625945 B1	November 15, 1995	G	026	B60K 005/08
DE 4396726 T	December 21, 1995	N/A	001	B60K 005/08
DE 59300963 G	December 21, 1995	N/A	000	B60K 005/08
ES 2082668 T3	March 16, 1996	N/A	000	B60K 005/08
BR 9305738 A	January 28, 1997	N/A	000	B60K 005/08

DESIGNATED-STATES: AU BG BR BY CA CZ DE FI HU JP KP KR KZ LK MG MN MW NO NZ PL
PT RO RU SD SE SK UA US VN AT BE CH DE DK ES FR GB GR IE IT LU MC NL OA PT SE
AT BE CH DE ES FR GB GR IE IT LI NL PT SE AT BE CH DE ES FR GB GR IE IT LI NL
PT SE

CITED-DOCUMENTS: DE 4032605; DE 713406 ; EP 452548 ; GB 444606 ; US 2048926

APPLICATION-DATA:

PUB-NO	APPL-DESCRIPTOR	APPL-NO	APPL-DATE
WO 9414628A1	N/A	1993WO-DE01242	December 21, 1993
HU 71877T	N/A	1993WO-DE01242	December 21, 1993
HU 71877T	N/A	1994HU-0001483	December 21, 1993
HU 71877T	Based on	WO 9414628	N/A
AU 9456931A	N/A	1994AU-0056931	December 21, 1993
AU 9456931A	Based on	WO 9414628	N/A
EP 625945A1	N/A	1993WO-DE01242	December 21, 1993
EP 625945A1	N/A	1994EP-0902625	December 21, 1993
EP 625945A1	Based on	WO 9414628	N/A
CZ 9401924A3	N/A	1994CZ-0001924	December 21, 1993
JP 07503923W	N/A	1993WO-DE01242	December 21, 1993
JP 07503923W	N/A	1994JP-0514688	December 21, 1993
JP 07503923W	Based on	WO 9414628	N/A
SK 9400974A3	N/A	1994SK-0000974	August 16, 1994
SK 9400974A3	N/A	1993WO-DE01242	N/A
EP 625945B1	N/A	1993WO-DE01242	December 21, 1993
EP 625945B1	N/A	1994EP-0902625	December 21, 1993
EP 625945B1	Based on	WO 9414628	N/A
DE 4396726T	N/A	1993DE-4396726	December 21, 1993
DE 4396726T	N/A	1993WO-DE01242	December 21, 1993
DE 4396726T	Based on	WO 9414628	N/A
DE 59300963G	N/A	1993DE-0500963	December 21, 1993
DE 59300963G	N/A	1993WO-DE01242	December 21, 1993
DE 59300963G	N/A	1994EP-0902625	December 21, 1993
DE 59300963G	Based on	EP 625945	N/A
DE 59300963G	Based on	WO 9414628	N/A

ES 2082668T3	N/A	1994EP-0902625	December 21, 1993
ES 2082668T3	Based on	EP 625945	N/A
BR 9305738A	N/A	1993BR-0005738	December 21, 1993
BR 9305738A	N/A	1993WO-DE01242	December 21, 1993
BR 9305738A	Based on	WO 9414628	N/A

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ABSTRACTED-PUB-NO: EP 625945B

BASIC-ABSTRACT:

The basic unit incorporates a support tube (1), which is formed by a longitudinal section of an extruded profile. It is rigidly connected to the connection housing for the drive engines. Each engine (2,3) has its own balance weight within the engine housing, and the clutches are located in the connection housing.

The engines may be fastened alternately to the connection housing via similar connection surfaces. The engines are IC engines, and formed as radial types. Alternately, one may be an electric motor. The engines are located symmetrically to the longitudinal axis of the basic unit, with their take-off shafts on the same height as the wheel axles (14).

USE/ADVANTAGE - Used for hybrid vehicles. Optimum use of the space enclosed by the body. Provides high performance while having a small size. It is modular and has selective use of one or two engines.

ABSTRACTED-PUB-NO: WO 9414628A

EQUIVALENT-ABSTRACTS:

Basic unit for a motor vehicle, consisting of a support tube, at least two driving engines able to be operated independently of each other and arranged symmetrically with respect to the longitudinal axis of the basic unit, together with auxiliary devices, and a gear-shift mechanism as well as at least one axle gear shift mechanism as well as at least one axle gear box together with associated torque transmission devices, the two driving engines being connected to the support tube by means of a connection housing and being able to be connected individually or jointly to the input shaft of the gearshift mechanism by way of respectively one disconnection clutch, characterised in that the support tube (1) is formed by a longitudinal section of an extrusion and is rigidly connected to the connection housing (9), the driving engines (2 and 3,3a) being respectively provided with an individual flywheel mass located in the engine housing and the disconnecting clutches (11) being located inside the connection housing (9), and the driving engines (2 and 3,3a) being connected to the connection housing (9) so that they are exchangeable by means of connection surfaces having an identical construction.

CHOSEN-DRAWING: Dwg.1/17 Dwg.1/17

TITLE-TERMS: BASIC UNIT MOTOR VEHICLE SUPPORT FORMING EXTRUDE PROFILE FASTEN RIGID CONNECT HOUSING BALANCE WEIGHT HOUSING ENGINE

DERWENT-CLASS: Q13 Q22

SECONDARY-ACC-NO:

Non-CPI Secondary Accession Numbers: N1994-185387